

Popular Prices.
Mellinger,
Retail Grocers, 909-911
Prairie Avenue.

OUR STOCK.
Of Fancy Shirts, Socks, Hosiery, Corsets, and all the latest in underwear, we can make you shirts for a little over stock prices and save you time and money in satisfaction and wear.
HAMILTON BROS.

PIPE.

Wrought Iron Pipe,
Well Casing,
Drive Pipe,
Boiler Tubes, etc.

Buy.
Don't fail to try it.

Cleveland & Co.,
HOUSTON

RICE, SUGAR, MOLASSES.

It will pay you to invest.

STORAGE

and rates for receiving, storing and forwarding the above goods and any kind of Heavy Merchandise. Inquire.

eden & Co.
Wholesale and Retail

GROCER

Wines and Liquors.

HOUSTON, - - TEXAS

C. P. SHEARN,

Dealer in
Corn, Oats, Bran, Hay,
Cotton Seed Meal, Baled
Hulls, Chops and all
kinds Feed.

Just Received—A car of Wheat and Chick-
en Feed and Millar Seed.
Travis and Capital. Phone No. 46—Wanted,
second-hand Corn and Oat Sacks.

TELEPHONE.

OVER THE LINES OF THE SOUTH-
WESTERN TELEGRAPH AND TELE-
PHONE COMPANY, to many of the principal
cities and towns of TEXAS. Toll
stations at the Central Office, Houston and
other convenient places.

W. J. MARSHALL,
Local Manager.

THE FIRE RECORD.

Business Houses.

Poisland, N. Y., December 27.—The
Windsor hotel, four saloons, two clothing
stores, three restaurants, one grocery
store, two livery stables and two barber
shops, comprising a large portion of the
business section of this town, were de-
stroyed today by fire. Damage is esti-
mated at \$100,000, partly covered by in-
surance.

Hotel at Waco.

Waco, Texas, December 27.—Wortham
Hotel was partially destroyed by fire to-
night. The entire third story with con-
tents was burned and the first and second
stories were flooded with water. William
Craves is proprietor of the hotel. The
building is the property of Stark West.
The losses are said to be only partially
covered by insurance.

Residence at Marshall.

Marshall, Texas, December 25.—A two-
story brick residence on West Austin
street, owned and occupied by Stephen
Cullin, was destroyed by fire this morn-
ing between 3 and 4 o'clock. The origin of
the fire is unknown. Nothing was saved.
The insurance on building is \$2000 on the
furniture \$500.

Railroad Shops.

New York, December 27.—Fire today de-
stroyed the repair shops of the Brooklyn
Highway Railroad company and a four-
story frame building used by Vets & Zer-
wicks, brewers, and a storage house in
Brooklyn. Loss \$25,000; covered by in-
surance.

Residence at Tyler.

Tyler, Texas, December 27.—The resi-
dence of George Hill burned last night.
Insurance on furniture \$1000 in fireman's
fund; \$1200 on dwelling in the St. Paul.

Shooting at Rockland.

Colmencell, Texas, December 27.—At
Rockland, last evening, Walter Thomas was
shot through the thigh. Physicians have
gone from here to amputate the limb, his
condition being considered critical.

Sheriff Enloe passed through here today
with Gifford Jackson, under arrest charged
with the shooting.

Charged With Murder.

Dallas, Texas, December 27.—Homer
Stone, colored, charged with killing Special
Officer McDuff, colored, Christmas night,
was arrested today near Grand Prairie,
eighteen miles from here, and is in the
county jail.

TODAY'S FEATURES.

Cuba.
Company of Texan filibusters wiped out
to a man after a heroic fight.

The crew of the "Three Friends" and
themselves in the position of pirates in-
stead of filibusters.

Senator Chandler attacks the position
held by President Cleveland.

Views held by Spanish officials concern-
ing the relations of the United States and
Spain.

Cuba is looking for recruits in Alabama.
Secretary Olney gives his views on filibustering.

Domestic.
Train dashes through a bridge near Bir-
mingham, Ala., killing between twenty-
five and thirty persons. The wreck took
fire and burned the victims beyond recog-
nition. The disaster was caused by train
wreckers.

The ways and means committee will
commence work on the new tariff bill to-
day.

The Confederate Memorial association
takes steps to raise a fund for the erec-
tion of a memorial institute.

McKinley will wear a suit of American
wool on the day of his inauguration.

Banker commits suicide on account of
financial woes brought on by the failure
of the National Bank of Illinois.

The Princeton mine shaft explosion less
serious than previously reported. Six per-
sons were killed and another is missing.

Last obscurities of Kate Field. Tribute
from all over the country.

Bank of Minnesota to be reorganized.
The Atlas National Bank of Chicago
will liquidate and go out of business.

Foreign.
General Meredith Reed, a well known
diplomat, an ex-minister to Greece, died at
Paris.

The Tauro relief were completely routed
and orders for British reinforcements can-
celled.

M. Paul Doumer was appointed governor
of Indo-China.

Professor Emil Heinrich Dubois-Rey-
mond, an eminent scholar, died at Ber-
lin.

Extensive famine reported to be prevail-
ing in China on account of floods.

Yokohama merchants ask the Japanese
government for charters for new steam-
ship lines to run to San Francisco and
Hong Kong.

State.
Rollins & Young of Abilene assign Li-
abilities \$20,000; assets, \$20,000.

Adjutant General Mabry's report shows
a decrease in the number of militiamen.

Safe in the Arkansas Pass depot at Eagle
Lake burglarized.

Corpus Christi drowned at Corpus Christi.
Wortham hotel at Waco damaged by fire.

Ed Bailey of Lampasas files a deed of
trust. Liabilities about \$5000.

The Markets.
Continued demand for gold for Germany
and India.

Prices in London for American securities
closed a little higher than at the begin-
ning of the week.

Local.
Father McConsey's sermon in answer to
Rev. J. C. Mason.

The battle of the South.
A negro arrested for burglary at Brun-
ner.

Justice Hill holds a couple of inquests.
Arrest of four of the Comstock train
robbers.

John Lyons offers to put up \$1000 for
his life insurance improvement.

A young man arrested for obtaining
money under false pretenses.

The Underwood et al murder trial set
for today in the criminal court.

Arrested while at church on a charge of
theft.

Death of Mrs. L. J. Turner.
A man jumps from the San Jacinto
street bridge.

Knickerbocker circus clown is converted.
Christianianity's celebration by the Ger-
man Singing societies.

BANKER SUICIDES

**On Account of Ruin Brought On by
Chicago Failure.**

Chicago, December 27.—Suffering from
depression caused by financial reverses,
Otto Wasmansdorff, a well known banker
of this city, today fired a bullet into his
brain and died almost instantly.

Banker Wasmansdorff killed himself in a
bedroom in his home on Cleveland ave-
nue at 11 o'clock this morning. His sons,
William G. and Otto, Jr., who were in the
parlor beneath their father's bedroom, heard
the report of the revolver and rushed
upstairs. Running into the room, the
father lay on the floor, his head under his
hand, a revolver lying near him. He had
shot himself in the right temple and a thin
stream of blood was flowing down his cheek.
Everything in the room was in perfect order.
The deed apparently had been deliberately
planned.

Mr. Wasmansdorff was a member of the
private banking firm of Wasmansdorff &
Helmreich, which failed a week ago as a
result of the failure of the National
Bank of Illinois. The failure of his bank
had a crushing effect on Mr. Wasmansdorff,
and seriously effected his wife, who is
ill. The banker for several days was
unable to eat or sleep. The criticism of
unfortunate depositors worried him and
he was in a constantly troubled state of
mind.

This morning the banker appeared
brighter and less troubled in mind than
upon any other day since the financial
crash that ruined him. After he had break-
fasted with his family, with whom he
lived pleasantly, he glanced over the
morning papers. He then engaged in a
frolic with his little granddaughter, after
which he retired to his room. Fifteen
minutes later the fatal shot was heard by
the two sons. The young men were over-
come with grief and said they never had
the slightest suspicion that their father
contemplated such an act. Mrs. Wasmans-
dorff was prostrated by the shock.

At the time of the failure the assets of
Mr. Wasmansdorff's bank were given at
\$500,000 and the liabilities at \$415,000.
Mr. Wasmansdorff had been a banker in
this city for more than a quarter of a
century and during that time he was a
member of the firm which went down in
the crash last Monday. He was a retiring
and unobtrusive man and was known in
the business community as a conservative
and honest man. He was about 55 years
old.

Charged With Murder.

Dallas, Texas, December 27.—Homer
Stone, colored, charged with killing Special
Officer McDuff, colored, Christmas night,
was arrested today near Grand Prairie,
eighteen miles from here, and is in the
county jail.

IT TOOK A HORRIBLE PLUNGE.

**Train Loaded With Passengers Crashed Through
a High Bridge.**

FELL NINETY FEET INTO THE RIVER BELOW.

**Cars Filled With Living Freight Were Piled Upon Each Other--The Wreck
Took Fire and the Victims Were Cremated--The Work of Train
Wreckers Who Robbed Their Victims and Fled.**

Memphis, Tenn., December 27.—A special to the Commercial-Appeal from Bir-
mingham, Ala., says:

Friends in human form wrecked the Birmingham Mineral branch passenger
train, No. 40, at Cahaba river bridge, twenty-seven miles from here, at 7:50 this
morning and twenty-five lives were lost. That number of bodies have been recovered
from the wreck and further search may swell the list of dead. The wreck, it
is regarded as almost certain, was accomplished by the removal of a rail in the
middle span of the trestle. This derailed the train, which caused it to fall down
between the two spans and precipitate it into the river below. The wreck was the
worst that ever occurred in the State, and the survivors are so few and so badly
hurt that they are unable to give any detailed description of how it all happened.

It is not known and may never be known as certain just how many passengers
were on the train. Most of them were miners and residents of mining towns in this
district, who had round-trip holiday tickets and were returning to their homes
along the line of the Mineral road. Conductor A. P. Connell, who probably knew
better than anybody else as to how many passengers were aboard, is dead. It is
thought, however, that there were not exceeding twenty-five or thirty. But one
passenger purchased a ticket at Birmingham.

The ill-fated train was a local passenger which left here at 6:30 and was sched-
uled to make a circuit on the Birmingham Mineral branch, which is a branch line
of the Louisville and Nashville, reaching all the mining towns in the district.
The train consisted of a baggage car and two coaches and left at 6:30 a. m. and
went to Toccoa on the main line of the Louisville and Nashville. There it switched
off to the Birmingham Mineral track and went to Gurney. On there to Blocton.
The Mineral trains operate over the Southern railway's track from Birmingham
branch under a contract agreement.

Six miles south of Gurney is the Cahaba river, a mountain stream
which has a depth at this time of only three or four feet. This river is spanned
by an iron bridge with wooden trestles on each side. The bridge length is 800 feet
and the length of the main span, where the wreck occurred, is 110 feet. The
bridge was built only four years ago and was regarded as a very strong structure.
The main span and the span just beyond it are both of iron and gave way precipi-
tating the entire train into the river. The engine lagged a few feet almost
at right angles with the track. The cars piled upon each other through the main
span. The entire wreck took fire soon afterwards and was rapidly burned to the
water's edge. Nine persons alone escaped alive from all who went down, and of
this number several will probably die.

The first news of the wreck was brought to Hargrove, a telegraph station,
four miles from the Cahaba river by a farmer, who said that while passing that
place that he heard a crash; going nearer, he saw the two spans of the bridge
broken. He then discovered the burning wreckage in the shallow water below.
He could hear groans of the wounded and dying, but without waiting to see fur-
ther he rode rapidly to Hargrove, where the operator telegraphed to Birmingham
and Blocton for relief. Meanwhile a few country people had gathered at the
scene to render what aid they could, but it was too late to do much. Nine per-
sons had gotten out and the others had been burned up in the wreckage. When
the relief train arrived from Birmingham there was little need for the physicians
that had gone along. The wounded were quickly attended to and then sent to
Blocton for further attention. The work of getting out the dead was then com-
menced. Nothing was left of the wreckage but the smoldering remains which
had burned to the water's edge. Charred corpses were packed in between the iron
framework where the seats had been. Most of the bodies had been burned beyond
recognition. Some had their heads burned off and of others nothing was left
but the mere skeletons. As rapidly as possible the remains were taken out and
laid in a row on the river bank.

At 4 o'clock twenty bodies had been found and no more were in sight. It is
possible, however, that there are still others under the wreck and also that some
may be hidden by the water.

Of the survivors Sam Spencer was the only one of the train crew that escaped.
He was the colored fireman. He jumped from the engine while it was in mid-air
and landed in the water some distance from where the engine fell. His only injury
was a broken arm. He left the scene for Blocton on foot almost immediately after
the wreck, apparently crazed with fright. The railroad officials have not yet been
able to see him and get a statement. Of the eight other survivors three were
children, all of whom had their feet burned and mashed, and a lady, who had both
feet crushed. Their names have not yet been learned. The other three were Henry
Handbury, a conductor from Birmingham, who was taking his wife and children out
for a ride around the circuit, and William Gardner and Andrew Bryson, miners, from
Blocton. Handbury was in the same seat with his wife and children when the crash
came. The latter three were killed and he was pinned down and would have been
burned alive had he not been rescued by Bryson and Gardner. These two men also
saved the unknown woman and three children, who were likewise pinned down and
appealing piteously for help, but they, by the time they had rescued those five per-
sons, had to desert in their work of rescue, as the flames became so intense as to
make it impossible to get near them. It is thought that fully three-fourths of the
dead were killed outright in the crash, while the other five persons who were
pinned down were rescued only in time to save cremation. Gardner and Bryson
were both badly hurt, and Handbury will probably die. The flames had completed
the work of destruction before any help arrived. The country around the scene of
the accident is sparsely settled, and the few farmers who heard of the wreck and
went to the scene arrived too late to be of any assistance except to the survivors.

Dr. Ray, a Blocton physician, who attended Gardner, one of the survivors, tele-
graphed tonight the statement made by Gardner as to the cause of the wreck.
Gardner says when he felt the cars leave the track he looked out and saw three
savagely-looking men rushing from a hiding place down toward the water's edge,
and that after the wreck they went through the wreckage, robbing the dead and
wounded, and then fled to the woods. They did their work quickly and offered no
assistance whatever in any way. This story, however, has not yet been corrob-
orated, but other facts lead to show that it was the work of train wreckers. An ex-
amination of the engine shows that Engineer White had shut off the steam and
reversed it before going down, indicating that he saw danger ahead as he approached
the bridge and tried to stop his train. His charred body was found with his hand
on the throttle. The survivors all agree that the train left the track and jumped
along the ties and then, with a crash, plunged through the bridge. Expert engi-
neers say that there is every indication that a rail was removed, which derailed the
train and caused it to pull the bridge down. The crash ties show marks of the
wreck. To add to this is the fact that three men tried to wreck a Southern railway
train near Henry-Riley, fifteen miles east of here, five days ago by removing a rail
from a trestle ninety feet high. The fast express left the track, but the engineer,
by superhuman effort, managed to stop it before it tore down the trestle. This was
regarded as a most remarkable escape. In this case three men were seen running
from the place and a crowbar with which the spikes had been drawn was found.
The scenes of both accidents are in a wild mountainous country.

VICTIMS OF THE WRECK.

Birmingham, Ala., December 27.—The
railroad officials furnish the following list
of dead at a late hour tonight:

JAMES BOLLING, Guthrie, Ky., express
messenger.

FRANK WHITE, engineer, Birmingham.

A. P. CONNELL, conductor, Birming-
ham.

GEORGE CARNEY, flagman, Birming-
ham.

R. WEBB, Birmingham.

BRUCE PHILLIPS, Blocton.

MRS. HENRY HANDBURY and two
children, Birmingham.

L. W. MARTIN, Brookwood.

R. H. BLOUNT, colored minister, Bir-
mingham.

MISS IDA POWERS
D. J. POWERS
MRS. EMMA POWERS and two children.
MRS. R. LITTLE
MR. GARDNER
MISS GARDNER, all of Blocton.
This means a total of twenty-one killed.
One body unidentified, supposed to be
that of Tom Streater, the colored porter on
the train.

The following were injured:
Henry Handbury, of Birmingham, seri-
ously; E. Eckels, of Helena, slightly; Will
Gardner, Blocton, slightly; Sam Stewart of
Birmingham, seriously injured, arm broken;
Andrew Bryson, Blocton, badly hurt, will
die; Miss Booth, of Blocton, slightly; Mrs.
Walker and three children, Blocton, slight-
ly bruised.

The relief train from the scene of the
wreck returned at 9 o'clock tonight and
brought in ten bodies. The other corpses
were left at Blocton, and one at Brook-
wood, where the deceased residence. Nearly
all of the bodies were horribly burned.
They were, in fact, charred in many cases
beyond recognition, and were identified by
means of particles of clothing still clinging
to them, or by jewelry. One man, R. Webb,
was identified by his watch.

Express Messenger Bolling's charred
corpse was identified by fragments of over-
alls which still clung to his legs. The con-
ductor and flagman were identified by their
caps.

A Second Wreck.
Memphis, Tenn., December 27.—A mes-
sage received from the scene of the disaster
near Birmingham says:
A serious wreck occurred near Cahaba

river bridge at 1 o'clock this afternoon. A
wrecking train which had gone to relieve
the ill-fated passenger train, was standing
on the line when it was run into by a con-
struction train from Birmingham which
was on its way to the bridge. Jim Estimes
was fatally crushed and several workmen
more or less hurt.

THE ACCOUNT AT LOUISVILLE.

**An Additional Accident on the Same
Bridge Later.**
Louisville, Ky., December 27.—Reports
of Superintendent of Transportation George
Evans, of the Louisville and Nashville rail-
way, indicate that the fatalities in today's
disaster near Birmingham, Ala., will num-
ber at least twenty-two. Of the total num-
ber of persons, crew and passengers, on the
train, but seven escaped, and the number of
dead can only be conjectured, for no one
knows just exactly how many there were
on the train.

The train was a small local passenger,
which, starting from Birmingham at 7 a.
m., runs to a point near Gurney, then goes
over a connecting link of track controlled
by the Southern railway, and known as the
Brierfield, Blocton and Birmingham
road. The train returns to the Louisville
and Nashville tracks at Blocton, and makes
the return trip to Birmingham, after a cir-
cuit through numerous mining towns in
that region.

Between Gurney and Blocton the tracks
cross the Cahaba river, an unimportant
stream which, except in time of heavy
rains, is quite shallow. The bridge was
about 90 feet high, with a 200 foot span in
the middle, and approaches several hundred
feet long. Into the bed of the Cahaba the
unfortunate passengers and crew plunged.
That anyone escaped with life is little short
of miraculous. Almost immediately the
train, which consisted of an engine, com-
bination baggage and express car and two
coaches, took fire, increasing the horror of
the calamity. That any lives were saved
is due to the fact that the crash was heard
by the telegraph operator at Hargrove,
three miles from the river. He reported
this to the train dispatcher at 8:15, and
half an hour later the news that a train
had gone down was carried to Blocton, six
miles, by a man who also heard the noise.

A relief train bearing all the physicians
of Blocton and about fifty citizens was
made up hurriedly and sent to the scene of
the wreck, closely followed by others from
Birmingham and Gurney.

There is nothing in the reports to the
general offices here upon which to base a
theory as to the cause of the accident. The
Louisville and Nashville officers are espe-
cially careful in discussing this point, as
the disaster occurred on the tracks of the
Southern railway, they say, and the com-
plications likely to result will no doubt
prompt a very rigid investigation. The last
report from the company's physician was
that the known dead numbered twenty-two.
Not a member of the train's crew lives to
tell the story of the accident. It, indeed,
anyone on the train was aware of danger
until the train was launched into the air.
The seven persons who escaped death are
badly injured. They include one family,
consisting of a man, wife and two chil-
dren. They were put on one of the re-
lief trains, after receiving medical atten-
tion, and taken to Birmingham, reaching
that place at 6 o'clock this evening.

On the approaches of the same bridge this
afternoon another fatal accident occurred.
A bridge carpenter was killed and several
more injured by a collision between an en-
gine and one of the wrecking trains sent
to the rescue of the victims of the first ac-
cident.

The Report at New Orleans.

New Orleans, La., December 27.—A spe-
cial from Birmingham to the Daily Item
this morning says:
One of the most disastrous railroad
wrecks that has ever taken place in this
State occurred at 8:30 this morning on the
Birmingham Mineral road, a loop road that
extends all over this section, taking in
the mines and furnaces. The wreck oc-
curred at what is known as the Cahaba bridge,
about fifty miles from Birmingham, be-
tween Gurney and Blocton. The bridge
is 100 feet long and 90 to 100 feet high.
The train jumped the track from some
cause unknown and plunged off the trestle
to the rocks below. As to the number of
passengers on board the reports conflict,
but the best obtainable information places
the number at thirty to thirty-five. Seven
were taken out alive, but in a dying con-
dition. The wreck caught fire and many
victims burned to death.

The scene at the wreck presented a most
heart-rending and sickening spectacle.
The cars were smashed to splinters on the
rocks, fully 100 feet below the track
from which the train had been hurled.
The groans of the injured and lamenta-
tions of those who crowded around were
pitiable in the extreme. Physicians from
Birmingham and the adjacent villages
were sent to the wreck and rendered ef-
fective service in endeavoring to alleviate
the suffering of those who escaped.

Orange's New Pastor.

Orange, Texas, December 27.—Rev. I. T.
Stafford, the new pastor of the Methodist
church at this place, recently appointed by
the East Texas conference at Marshall, ar-
rived last night and preached his first
sermon here today. He was greeted by a
congregation that filled the large church
and preached an interesting and enter-
taining sermon that made a favorable im-
pression upon his hearers. Mr. Stafford is
a transfer from New York and comes to
Orange highly recommended as a man of
more than ordinary ability.

The Epworth league will hold a special
literary and social meeting at the Metho-
dist church Tuesday night, for which oc-
casion an interesting programme has been
arranged.

Looking for His Brother.

San Francisco, December 27.—F. H.
Lord has arrived here in search of his
brother, C. H. Lord, a Minneapolis mil-
lionaire, who disappeared from the Palace
hotel several days ago. He called at po-
lice headquarters for information about
his brother and was told that early on Sat-
urday morning a man answering the de-
scription of C. H. Lord was found in a
doorway on Market. The man appeared to
be suffering from loss of memory and could
give no account of himself. He was taken
to the receiving hospital and put to bed.
Later he appeared to have recovered his
senses and as the hospital had no author-
ity to hold him he was discharged. Since
that time no trace of him has been had,
but the police are now searching for him.

Lord was found at the ferry depot late
this afternoon by a detective and turned
over to the custody of his brother.

Laid to Rest.

Richmond, Texas, December 27.—The re-
mains of Miss Gene Berry were laid to rest
this morning at 11:30. Funeral services
were held at the Methodist church, con-
ducted by Rev. Royce Pickens Todd. A
large number of friends followed the re-
mains to their last resting place.

Perished to a Man.

Fifteen Texas Sharpshooters Battled
Heroically for Five Hours

KILLING DOUBLE THEIR OWN NUMBER.

They Contended Against Vastly Su-
perior Spanish Forces.

SHOUTING FOR CUBA LIBRE.

Three Friends Crew in Trouble—Are
Pirates Instead of Filibusters.
Olney on Filibustering.

New York, December 28.—A special to
the World from Key West, Fla., says:
The Lone Star company of the patriot
army of West Cuba, consisting of fifteen
Texas sharpshooters, perished to a man
after heroically battling more than five
hours against vastly superior Spanish
forces in Pinar del Rio province, killing
double their own number and wounding
probably as many more. Havana officials
are jubilant.

Passengers arriving here, says of the
news of the victory: A Cuban band was
observed near Pinar del Rio Thursday
morning and General Melquist sent two
squadrons of cavalry to attack it. After
a running fight the band, which proved
to be composed of fifteen Texans, was
chased into a "bottle," a bit of hummock
having only one opening. The Texans see-
ing they were in a hole retreated to the
further end and fortified themselves hastily
behind some big boulders. The Spanish
troopers dismounted and surrounded them,
pouring in a fire from all sides. The
brave Texans replied and kept up the
fight for more than five hours. By that
time six of the fifteen had been killed and
four wounded while twenty-five Spanish
had bitten the dust and ten or more were
wounded.

A flag of truce was sent in by the Span-
ish and the Texans were called on to sur-
render, but the Americans refused to ac-
cure to lay down their arms, shout-
ing: "We remember Maceo!"

This infuriated the Spaniards and they
fought with renewed fierceness. Twice they
charged, but the rapid firing of the brave
little band drove them back.

By getting on a high ridge behind the
Texans' position the Spaniards were enabled
to pour in a fire that killed all but two of
those left. These two gallantly continued
to fight and held off the enemy an hour
longer. Then, overcome by loss of blood,
resulting from a dozen wounds, they were
cut to pieces by the Spaniards, who finally
dashed up as the Texans fell, exhausted,
feebly crying:

"Viva Cuba Libre."

Looking for Recruits in Alabama.
Birmingham, Ala., December